

2014 DOVER AFB MACA FLY-IN

Aviators/aviatrixes: The following are the 2014 MACA Fly-In and Safety Tour procedures.

1. All pilots must satisfy FAA-required recency requirements and must have at least 100 hours as Pilot in Command (PIC). All participants over 17 must have a government-issued ID.
2. All pilots must complete the DD Form 2402 (see attached blank form and example).
 - a. Put "N/A" in Part A for all the information that does not apply.
 - b. Put your personal information in Part B: Name, Address, and Signature (**BLUE** ink).
 - c. Ignore Section 3.
 - d. In the Remarks block, put "General Aviation Aircraft Fly-In at Dover AFB on 17 May 14 to participate in a MACA safety seminar." Add your aircraft Tail # and FAA Certificate number.
 - e. The DD2402 form must be filled out and signed in **BLUE** ink as soon as possible.

Send the form no later than May 2, 2014 to:

**436 AW Safety Office
Attn: Capt Aaron Klang
201 Eagle Way
Dover AFB, DE 19901**

3. On the Friday before the fly-in, Lt Col Jason Mills (436 AW Chief of Safety) will decide if the fly-in will be VFR or IFR. If the event is to be IFR, new slot times and IFR procedures will be sent to you by 1600L EST Friday (May 16, 2014).
4. The weather minimum for the Safety Fly-In is 3,000 ceiling and 5 miles visibility for VFR-only pilots, and 500 and 3 for IFR pilots (**but check the approach plate for legal minimums**).

On the morning of the fly-in, obtain the weather for KDOV (the METAR). If both VFR minimums are not met, check your email or text messages for any updates.

5. You have been assigned an arrival window ranging between 0700L and 0900L EST. This window is the time to reach the point you would normally enter the Dover airspace. Please do not arrive late. **If you cannot meet your arrival time at Dover airspace, you may not be allowed to land.**



6. When you reach Dover airspace, contact Dover Approach on **132.42**. Tell the controller you are inbound for the MACA Safety Seminar. You will be sequenced to the runway and sent to Tower on **126.35**.
7. Plan on landing Runway 01/19 (wind dependant) with primary parking on the South Ramp (adjacent to the Fire Station highlighted on the Airfield Diagram at the end of this document).
 - Alternate landing plan is to land on Runway 14/32 with a turn onto RWY 19 then exit on TWY E (if landing RWY 32) or taxi all the way down to TWY E (if landing RWY 14).
 - Alternate parking plan will be on the Christmas tree south of Foxtrot Taxiway. Upon exiting either RWY 19 or 14 on Taxiway Echo, look for the marshallers.

NOTE: The taxi and parking instructions above are for planning and situational awareness only. ATC retains final authority for taxi, parking, and taxi while in execution.

8. Once you clear the runway, you will contact ground at **118.875** and follow the follow me truck from Transient Alert to South Ramp or follow progressive taxi instructions provided by ATC. See photo at the end of this document for visual depiction of preferred taxi flow.
9. Once in your parking spot in the South Ramp, you will shut down the engine and chock your aircraft (everyone must bring their own chocks). All participants will be escorted to a bus upon landing and will be taken to the 9th Airlift Squadron Auditorium) for a MACA brief, Danish, Coffee, etc...
10. Following the MACA presentation, the safety tour participants will be divided into groups and taken to RAPCON, Tower, Base Ops (where you will be walked through filling out your 175) and C-5/C-17 static displays. Cameras are allowed and encouraged. All pilots will fill out a 175 flight plan while at Base Ops for planning and accountability. Don't worry... We will step you through it.
11. Following the entire tour, we will meet again for Pizza and beverage in the 9th Airlift Squadron Auditorium and then taken to your aircraft for departure. The aircraft departure window will be approximately 1330-1600.

//IMPORTANT//





Mid-Air Collision Avoidance

